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CLASSIFICATION ~~SECRET/CONFIDENTIAL/US OFFICIALS~~COUNTRY Rumania

REPORT

TOPIC Rumanian Railroad System

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 5 October 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

1. The Rumanian State Railroads (CFR) is centrally controlled by the Directorate General which is directly assigned to the Ministry of Traffic. The Directorate General is comprised of 14 Central Directorates, the most important being the Operations Directorate, the Traffic Directorate, the Materials Directorate and the Constructions Directorate. Six regional railroad headquarters are assigned to the Directorate General, namely those in Bucharest, Iasi, Craiova, Timisoara, Cluj and Brasov. The Braila regional railroad headquarters has been deactivated and its district incorporated into the Bucharest and Iasi railroad districts. The railroad administration system is controlled by an Inspectorate General with five Inspectorates which report directly to the Ministry of Traffic. (1)
2. Construction and repair work is carried out by the CFR itself. The railroad shops of Bucharest, Grivita and Craiova proved to be particularly efficient. (2)
3. The following lines were opened within the last 12 months:
  - a. Tecuci-Păurei (3)
  - b. Bucharest-Craiova (4)
  - c. Filiashi-Pumbesti-Livăzeni (5)
  - d. Salve-Viscu (Maramures) (6).
4. The staking out of the Curtea de Arges-Râmnicul Vâlcea line is completed. (7)
5. Surveying the new Targoviste-Pietrosita-Sinaia line has been postponed and was not included in the 1950 plan. (8) This plan is chiefly for the construction of some narrow-gauge lines into forest and mining areas.
6. The conflict between Yugoslavia and the Cominform has made the construction of a Danube bridge near Giurgiu a vital problem. The

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scheduled construction site are inspected by American and Bulgarian  
engineers. It is only scheduled 1950. Additional work is being planned.

The heavy weight of the machine to maintain troops in Albania for the  
protection of their communications to Austria has had the effect that  
Soviet HQs are attached to all important departments of the Directorate  
General Railroads. In this way the CFR is effectively controlled by the  
Soviets.

Comments.

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- (1) Confirms previous information on the organization of the railroad system.

- (2) Details on these shops were previously reported.

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- (3) Opened on 10 October 1949.

- (4) Completed in September 1948.

- (5) The last section of this line (Bumbesti-Livazeni) was completed in  
October 1948.

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- (6) According to Rumanian press reports, this line was opened on 15 December  
1949.

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- (7) This project was previously reported.

- (8) Reported for the first time. The line already exists as far as Pietrosita.

The project probably concerns only the closing of a gap as far as Sinaia. The line would be of importance as  
a second line to the Floesti oil fields.

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- (9) The Giurgiu-Ruse bridge is still in the planning stage.

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To date, only an additional railroad ferry  
operating between Calafat and Vidin was opened on 1 August 1950.

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